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## 106<sup>TH</sup> RESCUE WING

NEW YORK AIR NATIONAL GUARD



The Friends of the 106th Rescue Wing is a not-for-profit organization committed to offering support to members of the 106th and their families; encouraging community support for 106th members and families; and coordinating local events to recognize members of the 106th and their families.

The 106th Rescue Wing is located in Westhampton Beach, and most 106th members and their families reside within the village and local area. Troop members provide a wide range of rescue and support services within the region, including rescue or recovery of downed air crews along the eastern seaboard; overseas deployment when required; and support of other neighboring rescue teams or other military operations.

The Friends of the 106th also provides for humanitarian support for the members of the unit and their families in the event of deployments, sponsors the annual Community Appreciation Day held at the Base each July and provides liaison between the command structure and the community on an ongoing basis. Membership in the Friends is free to interested individuals.

The National Guardsmen stationed at Gabreski Base have dedicated themselves to performing combat search and rescue missions, since the base was first formed in 1908. During times of peace, the Guardsmen, who live in surrounding towns as opposed to on the base, are exemplary citizens in our community, helping support the local and state emergency personnel by performing search and rescue. These Guardsmen have helped during many times of crisis in our area, state and nation, including Operation Iraqi Freedom and Enduring Freedom as well as the aftermath of Hurricane Katrina, among others.

### Total Community Impact

Gabreski Airport is home to the 106th, which operates and maintains the only rescue aircraft in the northeastern United States. With long range flying capabilities, the 106th operates over-water search and rescue missions from the Azores to the Bahamas. The unit also assists in disaster relief and other state emergencies. The 106th Rescue Wing is an integral part of the Gabreski Airport which contributes more than \$40 million to the local economy.

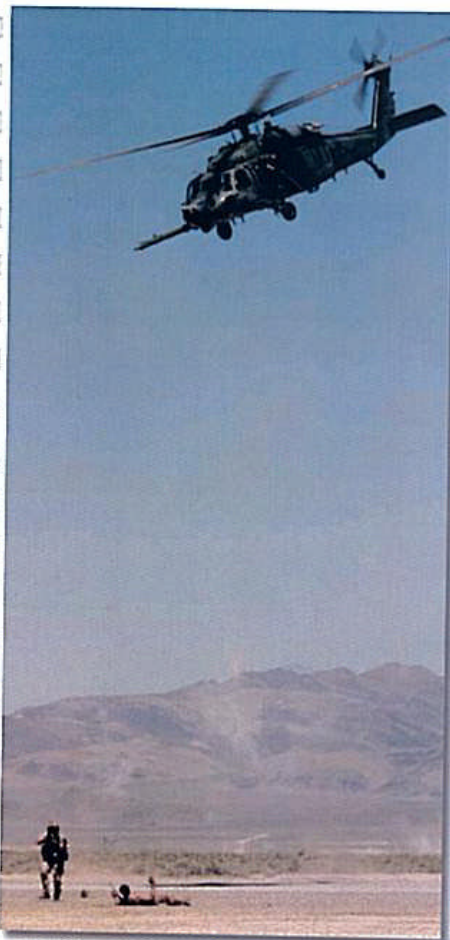
In addition to its military mission, the 106th has traditionally acted as an airborne auxiliary to local fire departments and responds to nonmilitary emergencies at sea, working with the Coast Guard. It played an instrumental role in fighting the wildfires in the pine barrens in 1995.

- 1,061 Jobs at the Base
- \$51,200,000 in Direct Federal Funds
- 359 Other Jobs Created as a Result of the Base
- Total Economic Impact is \$112,000,000
- USCG Exchange
- 106th Funeral Honors for Veterans at Calverton





## MISSION OVERVIEW



Provide a trained and equipped rescue force and expeditionary combat support (ECS) force capable of responding to and sustaining our Federal and State missions.

### Motto

"That Others May Live," the motto of the Air Force Rescue community, is appropriately chosen, as it is the motivating force of those involved in our mission.

### Federal Mission

Provide trained and equipped personnel, capable of augmenting active duty forces in time of war, national emergencies and increased national security.

### State Mission

Assist the State of New York in disaster relief and other state emergencies as directed by the governor.



106<sup>TH</sup> RESCUE WING

## FACT SHEET

### Assigned Aircraft

The unit is equipped with both HH-60 Pavehawk rescue helicopters and HC-130 "Hercules" aircraft. The primary mission of the Pavehawk helicopter is to conduct day or night operations into hostile environments to recover downed aircrew or other isolated personnel during war.

The HC-130's primary mission is to provide air refueling for rescue helicopters in order to accomplish long range missions. The HC-130 can perform extended searches in a permissive environment and has the capability to airdrop parascramen and survival equipment to isolated survivors.

The unit is capable of a variety of rescue skills. Both types of aircraft are normally dispatched with parascramen specialists equipped and trained to provide emergency medical treatment with the supervision of a physician (by radio) or on their own if the situation dictates. To reach a survivor, they are trained in the use of parachutes, SCUBA and mountain climbing equipment. They are also experts at survival under any climate condition.



*Parascramen Jumpers exit from an HH-60 somewhere above the desert*



*Parascramen ascending into HH-60 Pavehawk helicopter during training*



*Parascramen assist Hurricane Katrina survivors*







## FACT SHEET

### HH-60G Pavehawk Capabilities

- Capable of search and rescue, personnel & equipment transport, surveillance and firefighting missions.
- Unlimited range when re-fueled by HC-130
- Hoist equipped with 200 feet of cable, capable of lifting 600 pounds.
- Automatic flight control system, night vision goggles lighting and forward looking infrared system
- Retractable in-flight refueling probe, internal auxiliary fuel tanks, machine guns and an 8,000-pound capacity cargo hook



### HC-130 Capabilities



- Aerial electronic and visual search, including UHF and VHF directional finding (DF)
- Navigational and refueling support
- Airborne command & control of search and rescue aircraft and ground units
- Airdrop pararescuemen and medical or other relief supplies
- Transport of patients, including mass casualty evacuations
- 3000 feet minimum runway for take-off
- High intensity flares available for night work
- Can carry 60,000 lbs of fuel (approx. 8,760 gals)



## HISTORY

### Early History



*Captain Raynall Bolling and his men gather in Mineola, NY for the creation of the 1st Aero Company.*



*102nd Observation Squadron Douglas O-38*

The 106th Rescue Wing is one of only three rescue units in the Air National Guard. It is the home of the Air National Guard's oldest flying unit, the 102nd Rescue Squadron. The 102nd Rescue Squadron traces its lineage to an "aeronautical corps" formed by aviation enthusiasts in the New York National Guard in April 1908. In 1910, the unit raised \$500.00 to finance its first aircraft. The investment was lost later that year when the airplane crashed on takeoff during maneuvers. In 1911, the Curtiss Aeroplane Company loaned the NY National Guard an aircraft and a pilot named Beckwith Havens. He later joined the unit as a private and was recognized as the National Guard's first aviator. In August 1912, Private Havens flew with the Regular Army in joint maneuvers.

It became an actual aviation company when the 1st Aero Company, Signal Corps, NY National Guard was established on 1 November 1915. First Federal recognition as a constituted unit is traced from that time. The 1st Aero Company became the first National Guard aviation unit to be called into Federal service when it was federalized on 13 July 1916 for use in The Punitive Expedition against Pancho Villa in northern Mexico. It did not embark for Texas but instead, remained in camp at Mineola, NY. It was mustered out of Federal service on 2 November 1916.

On November 18, 1916, aviators of the 1st Aero Company, NYNG, flying Curtiss JN-4 "Jennies" made the first mass cross-country flight in U.S. military aviation history. Twelve of the unit's aircraft flew from Mineola, NY to Princeton, NJ on the 18th and returned the next day. When the United States entered World War I all National Guard aviation units were dissolved. New York's 1st Aero Company was no different and it was disbanded on 23 May 1917. The founder of the unit, Captain Raynall Cawthorne Bolling (for whom Bolling AFB is named) and almost all of the members of the unit left the National Guard to join the Army Signal Corps Reserve and in May 1917 founded the 1st Aero Reserve Squadron. That unit was sent to France in August 1917.

After World War I, many of the Army's early aviators returned to civilian life but interest in military aviation in the National Guard remained high. In 1921, World War I veterans and other aviation enthusiasts worked to re-establish an aviation unit in New York. In November 1922, the 102nd Observation Squadron, attached at the time to an infantry unit in Mineola, NY was federally recognized. It has had an unbroken record of service ever since.

During the inter-war years, the 102nd Observation Squadron flew a variety of aircraft but continued to serve as the aerial eyes for the Commander of the 27th Infantry Division, New York National Guard. One of America's leading aces of the First World War, George A. Vaughan (9.5 victories) became one of the 102nd Observation Squadron's first commanders. He eventually became the 27th Division's Air Officer.





## CELEBRATING OVER 100 YEARS OF SERVICE



1950's -- B-26s bombing North Korea



Boeing C-97G Stratofreighter of the 106th Military Airlift Group over the New York City skyline.

After its re-establishment, the 102nd Observation Squadron spent most of the remainder of the 1920s and 1930s at Miller Field, a wartime facility on Staten Island. When the United States entered World War II, the 102nd Observation Squadron was again activated for Federal service. However, like many of the organized Guard aviation units, it was stripped of experienced pilots and maintenance personnel who were used as cadres for the rapidly expanding Army Air Forces. Most of the members served in other units during the war and the 102nd Observation Squadron would go through several transformations during the war. It would serve as a reconnaissance squadron and a light bombardment unit. It flew coastal defense missions along the eastern seaboard and the Gulf of Mexico.

The 102nd Bombardment Squadron (L) returned to state control once more at the end of World War II. On May 24, 1946, it was assigned to the newly formed 106th Bombardment Wing (L). The Wing was relocated to the naval air station at Floyd Bennett Field, Brooklyn, NY. The 106th Bombardment Wing received the lineage and honors from a World War II Army Air Forces unit, the 394th Bombardment Group (M), a 9th Air Force B-26 group that operated out of England and France.

The postwar years saw numerous mission and aircraft changes. When the Korean War broke out in June 1950, the entire 106th Bomb Wing returned to Federal service and was assigned to March AFB, CA. The Wing traded its Douglas B-26 Invaders for the larger Boeing B-29 Superfortress in 1951. The Wing returned to New York State control in 1952. After returning to New York, the 106th Bomb Wing regained its light bombers and flew them until its conversion to an air defense fighter unit in 1956. In the space of three years, the newly redesignated 106th Fighter Wing completed three aircraft conversions. It operated the Lockheed T-33, a trainer version of the F-80 Shooting Star, the Lockheed F-94 Starfire and the North American F-86 Sabrejet. In 1959, the unit was again given a new mission and new aircraft when it became an airlift group equipped with the Fairchild C-119 "Flying Boxcar." It operated as a general transport and aeromedical evacuation unit until being re-equipped with the Boeing C-97 Stratofreighter in 1962. In 1969, the C-97s were modified into the tanker version, the KC-97 Stratotanker. The 106th flew this aircraft until 1972.

In 1969, the Air Force closed Suffolk County Air Force Base; it remained vacant for less than a year when the Air National Guard relocated the 106th from its home of 24 years, Floyd Bennett Field to eastern Long Island. The 106th Air Refueling Group moved to Suffolk County Airport in 1970 and returned to the air defense community in 1972 when it received the Convair F-102 "Delta Dagger." Once again, the Wing's mission was short lived. The year 1975 would see a dramatic mission change for the 106th Fighter Interceptor Group, one that would have far reaching impact and long lasting significance for the unit, Long Island and the nation.



## HISTORY



*The Perfect Storm*



HH-3E JOLLY GREEN GIANT



Survivor, Alexander Taranov and PJ TSgt (Now MSgt) Dougherty

### The 106th Rescue Wing from 1975 - Present

The 106th Aerospace Rescue and Recovery Group was the new name for the former fighter unit. The F-102s were replaced by Lockheed HC-130 "Hercules," a four engine transport adapted for aerial refueling and the Sikorsky HH-3, "Jolly Green Giant" rescue helicopter. The group's new home at Suffolk County Airport was ideally suited for the rescue mission along the eastern seaboard of the country. The 106th was now the only Air Force rescue organization in the northeastern portion of the United States.

The primary federal mission of the 106th is combat search and rescue (CSAR). In peacetime, the 106th performs search and rescue missions on behalf of the State of New York and the Federal government. It performs long range over-water missions using the aerial refueling capabilities of the HC-130s and the Wing's rescue helicopters, the Sikorsky HH-60G "Pavehawks."

In October of 1991, a helicopter and HC-130 flew to a distressed sailboat about 250 miles south of Gabreski ANGB to recover the lone sailor. The helicopter and HC-130 dropped survival gear to the vessel, which was riding out the storm sufficiently and began their return journey to base. Both aircraft flew into wicked weather conditions and the helicopter was unable to take fuel in flight. The aircraft was forced to ditch in the Atlantic Ocean about 60 miles south of the base and the crewmembers were in the fight of their lives in what would later become known as the Perfect Storm. The mission was recounted both in the best selling book and the major motion picture and both provided a fitting tribute to the only crewmember who was not recovered by the valiant efforts of the crew of Coast Guard Vessel Tamaroa. TSgt Arden "Rick" Smith, pararescuman (PJ), gave the ultimate sacrifice that day so "That Others May Live."

In 1993 the 106th Rescue Group was redesignated the 106th Rescue Wing. In 1994 it received national and international recognition when the aircrews and pararescuemen of the 102nd Rescue Squadron successfully completed the "longest over-water rescue with a helicopter in aviation history." In December 1994, the 106th Rescue Wing launched two HH-60s from Gabreski Airport on a mission that would take them to Halifax, Canada and then, 750 miles out over the Atlantic to search for survivors of the Ukrainian merchant vessel Salvador Allende. After searching the sea, one survivor was spotted. By the time the two helicopters and their crews arrived over the search area, most of the ship's crew had perished. A merchant ship picked up one survivor. After searching the sea, TSgt James "Doc" Dougherty jumped into the water and retrieved the last living member of the crew, Alexander Taranov. The two helicopters then began the arduous seven-hour return flight to Halifax, Nova Scotia. During the **15-hour mission**, the two helicopter crews were refueled in flight 10 times by the Wing's HC-130s.

In 1993, Suffolk County Air National Guard Base was renamed Gabreski Air National Guard Base in honor of Col Francis S. Gabreski, a leading ace from World War II and Korea and a former Base Commander at Suffolk.





## HISTORY



Members from 106th Transportation  
deployed in convoy operations



106th Pararescuemen checking their  
gear after a jump

The Wing has provided HC-130 support for every shuttle mission since the loss of the Space Shuttle Challenger when the Wing was designated to serve as the primary rescue organization for space shuttle launches from Florida. In February 2001 the Wing was designated as a Space Shuttle launch alternate landing site. If a problem develops during the launch phase, astronauts and mission controllers may use Gabreski's long main runway to safely return the orbiter to earth.

The 106th Rescue Wing received national attention again in July 1996 when its aircraft and rescue personnel were the first unit on-scene after the TWA Flight 800 disaster. It assisted local, state and federal authorities for more than a week after that tragic event.

The 106th is a key part of the Total Force and supports Air Force contingency operations around the world. Since the end of the Gulf War, it has provided personnel and aircraft to support the Air Force mission in Operation Northern Watch in Turkey and Operation Southern Watch in Kuwait and Saudi Arabia. In 2001, after the September 11th terrorist attacks on the World Trade Center and Pentagon, the 106th Rescue Wing went to the front lines in support of Operation Iraqi Freedom and the War on Terrorism. While supporting Operation Iraqi Freedom and Operation Enduring Freedom, the Wing made its first two Combat Rescues by recovering Army soldiers trapped in the wreckage of a Chinook helicopter shot down near Fallujah in 2003.

On May 15th, 2008 the Cradle of Aviation Museum in Garden City, N.Y. opened a new interactive exhibit highlighting the history and role the 106th plays in supporting our country and to commemorate the occasion of the 106th's 100 years of service.

In peacetime, the 106th Rescue Wing reports through the Adjutant General to the Governor of New York State. The Wing is gained by Air Combat Command when activated to support Federal missions.

**"These things we do, that others may live."**



Tallil AB, Iraq



106<sup>TH</sup> RESCUE WING

## FEDERAL MISSIONS

The 106th Rescue Wing is part of the New York Air National Guard and the Air Combat Command. The unit is located at Francis S. Gabreski Airport, in Westhampton Beach, Long Island. The primary federal mission of the 106th is to "rapidly deploy worldwide to conduct combat search and rescue operations, over land or water, in both hostile and permissive environments."

The weapon systems that perform these missions are the HC-130 Hercules tanker aircraft, the HH-60 Pavehawk helicopter and the pararescuemen. The force multiplying capability of aerial refueling the HH-60 from the HC-130 makes these two aircraft an outstanding search and rescue team. As a result, the 106th RQW is often tasked to take advantage of that refueling capability to perform long-range search and rescue missions over land and/or water. The 106th established the world record for the longest over water helicopter rescue mission at 15 hours. While performing civilian search and rescue missions, 106th crews are honing their combat mission skills. The 106th RQW may be tasked for civil search and rescue support by the Air Force Rescue Coordination Center (RCC) at Langley AFB, Virginia.



HC-130



In-Flight Refueling



HH-60 PAVEHAWK helicopter hoists a pararescueman from a rubber raiding craft during water operations.



*The 106th has supported NASA Space Shuttle launches since the mid-80's*



The 106th Rescue Wing has saved nearly 500 lives during its Search and Rescue history, including a dozen combat saves in Iraq and Afghanistan. The Wing provides Space Shuttle and Presidential support and assists other state and federal agencies as was the case during Hurricane Katrina. The 106th RQW covers NASA Space Shuttle launches providing contingency operations should a problem arise. The 106th supported Operation Northern Watch in Turkey and Operation Southern Watch in Southwest Asia. The Wing stands ready to fulfill a variety of combat and support roles, including pararescue, security forces, medical support, services, civil engineering, logistics and transportation. The Wing has deployed and participated in Operation Iraqi Freedom and Operation Eduring Freedom. The combat experience of five Wing members was highlighted in Airman's magazine. The Wing also deployed for operations in the Horn of Africa and Afghanistan and continues deploying in support of the Air Expeditionary Forces and Expeditionary Combat Support.



*Members from the 103rd Rescue Squadron deployed overseas*



*Hurricane Katrina victim hoisted up to an HH-60 PAVEHAWK along with the Pararescue Jumpers*



## STATE MISSIONS

The 106th RQW is ready to assist the State of New York in disaster relief and other state emergencies, as directed by the Governor. The Wing can execute rescue missions and many other skill sets such as Civil engineering, Logistics, Medical and Command and Control Operations. The 106th also has the ability to execute aerial firefighting with the HH-60, as well as medical evacuation using both the HC-130 and the HH-60.

The 106th Medical Group is trained and equipped to perform in-place patient decontamination (IPPD) and all members are trained to respond to possible Chemical/Biological attacks.

The Wing is one of the closest military units to the City of New York and was one of the first to respond to the World Trade Center following the devastating terrorist attack on September 11, 2001. The Wing's State Mission to provide Defense Support to Civil Authorities (DSCA) has never been more important as the Wing fully engages in the Global War on Terrorism.



Pararescueman - Master Sergeant (now Chief) Robert Marks searching for survivors at ground zero.



The "Tribute in Light" pierces a hole in the sky where the World Trade Center towers once stood.



Some members from the 106th Honor Guard



Members of the 106th set up and IPPD (In Place Patient Decontamination)



## STATE MISSIONS

### - That Others May Live -

Working in close cooperation with New York State Civil Authorities, the 106th can provide specialized rescue capability and the full range of combat skills present in the Wing: medical assistance, force and asset protection, civil engineering, firefighting and logistics support. These skills represent much added value to State and local emergency managers who will manage a broad range of potential events from terrorist attacks to natural disasters to national security events like the Republican and Democratic National Conventions. Joint Task Force 2 (JTF 2), an Army and Air National Guard leadership team is headquartered at Gabreski Air National Guard Base and is one of 6 JTF's situated geographically around the State of New York. Whether it be fighting fires with helicopters or responding to the aftermath of TWA 800 or digging for survivors at the World Trade Center, the 106th has validated the importance of its New York State mission.



Firefighting using an HH-60 Pavement helicopter.



Pararescuemen prepare patient for transport using a litter





## HURRICANE KATRINA

The 106th Rescue Wing was tasked to provide rescue service to the City of New Orleans following the levee failure in the aftermath of Hurricane Katrina in August 2005. Two rescue helicopters, a HC-130 airborne tanker and a Pararescue team deployed to Louisiana to assist in the massive recovery efforts underway. The helicopters worked both day and night using night vision goggles and forward looking infrared (FLIR) and fuel was provided in flight by the HC-130 tanker crews. The ability to be refueled in flight over New Orleans was a big advantage for the 106th since much of the ground refueling could not be done because of power outages and fuel trucks were overwhelmed by the demands of the recovery efforts.

The Pararescue teams (PJs) worked from the helicopters and were hoisted onto flooded rooftops to assist survivors in escaping from their devastated homes. The PJs were able to provide immediate medical assistance to those in need and clearly saved the lives of many who were in extreme medical danger. The teams also worked from inflatable Zodiac boats and moved from house to house in the flooded streets recovering survivors. Two weeks of effort resulted in 161 lives saved and became the largest single life saving event in the 31 year history of the 106th Rescue Wing.



Pararescueman cutting through roof to access victims



Pararescueman and survivor ascending via hoist to a rescue helicopter.



16 Aerial view from an HH-60 Pavehawk helicopter of the devastation left in the wake of Hurricane Katrina.